(b) whether any proper assessment has been made of Air India's ability to manage and run a larger fleet;

(c) if so, the details of the study made;

(d) whether the past record of Air India is poor on this aspect; and

(e) the steps proposed to re-assess Air India's ability to manage more planes?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Yes, Sir. Detailed assessment of facilities and manpower required to operate and maintain the fleet is done prior to induction of each type of aircraft.

(d) and (e) Do not arise.

Survey of the Tourist Potential of Araku Valley

5208. SHRI V. HANUMANTHA RAO: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have done any survey of the tourist potential of Araku Valley in Visakhapatnam, Andhra Pradesh;

(b) if so, the details thereof;

(c) whether any proposals for development of tourism have been received from Andhra Pradesh with regard to any location in the Eastern Ghats; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b): The Government of Andhra Pradesh conducted a survey of tourist places in the State including Araku Valley in Visakhapatnam in the year 1990. The development of Borra lime stone caves near Araku Valley and creation of trekking facilities are the recommendations contained in the survey report. No such survey has however, been conducted by the Central Government.

(c) and (d) The Central Department of Tourism provides financial assistance to the State Government on the basis of specific proposals from them. A sum of Rs. 4.5 lakhs was thus sanctioned during 1990-91 for flood lighting of Borra caves and Rs. 10.54 lakhs was sanctioned during 1992-93 for the purchase of trekking equipments. A sum of Rs. 29.91 lakhs have also been sanctioned for construction of Yatri Niwas at Araku during 1994-95.

राजकोट भावनगर और बड़ोदरा विमान क्षेत्र का विकास

5209. श्री अनन्तराय देवशंकर दवे:
श्री चीमनभाई हरिभाई शुक्ल:

क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या राजकोट, भावनगर और बड़ोदरा विमान क्षेत्र के धावन-पथ के विस्तार का कार्य शुरू हो गया है;

(ख) इस परियोजना की अनुमानित लागत कितनी है और इसके लिए कितनी धनराशि आवंटित की गई है;

(ग) क्या राजकोट, भावनगर और बड़ोदरा विमान क्षेत्र के धावनपथ के विस्तार कार्य अथवा विकास के लिए कोई अंशदान/धन प्राप्त हुआ है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आज़ाद): (क) भारतीय विमानपत्तन प्राधिकरण की राजकोट, भावनगर और बड़ोदरा हवाई अड्डों पर धावनपथ के विस्तार की कोई योजना नहीं है।

(ख) से (घ) ये प्रश्न नहीं उठते।

Indira Gandhi Rashtriya Udan Akademy

5210. SHRI SANJAY DALMIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the expenditure incurred on Indira Gandhi Rashtriya Udan Akademy during the last three years;

(b) the number of pilots trained in this Akademy during the last three years, year-wise; and

(c) the norms and criteria for admission and the encouragement from Government to this institution?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The expenditure incurred on Indira Gandhi Rashtriya Udan Akademy was Rs. 317.37 lakhs in 1992-93, Rs. 239.15 lakhs (provisional) in 1993-94 and Rs. 225.69 lakhs (provisional) in 1994-95.

(b) IGRUA trained 22 pilots in 1992-93 and 27 each in 1993-94 ad 1994-95.

(c) The norms and criteria for admission to IGRUA are as follows:

(i) No upper age limit.

(ii) 10+2 with Physics and Maths.

(iii) The trainee must hold valid Indian Private Pilots Licence.

(iv) Current medical fitness certificate of Commercial Pilots Licence standard issued by Indian Air Force, Central Medical Establishment, New Delhi or Institute of Aviation Management, Bangalore.

The Government encourages the Akademy by providing grants-in-aid for its smooth functioning.

Economically viable Air India routes

5211. SHRI SANJAY DALMIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether all the routes of the Air India are economically viable;

(b) if not, the number of routes which are not economically viable alongwith the reasons therefor; and

(c) the steps taken or proposed to be taken to make these routes economically viable?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) All routes on which passenger services are operated by Air India, have recorded cash surplus during 1992-93 and 1993-94. Air India is constantly trying to upgrade its product and improve on time performance and passenger amenities in order to increase its revenue earnings on all routes operated by it.

Losses to Indian Airlines due to bird hits

5212. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) how many bird hits have taken place to Indian Airlines flights during 1992-93, 1993-94, 1994-95;

(b) what is the total estimated loss during these years from bird hits including the expenditure to be incurred on accommodating passengers in hotels, cancellation of flights etc;

(c) what are the concrete steps taken to avoid bird hits; and

(d) how does the incidents of bird hits in India compare to the other countries?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Details in respects of Indian Airlines are as under:—

year	No. of bird hits	Total loss (in lacs)
1992-93	71	57.03
1993-94	105	164.50
1994-95	102	9.95 (provisional)

(c) Action Plans have been formulated and Airfield Environment Management Committees (AEMC) formed at the airports to take steps for prevention of